

Boroondara Bicycle Users Group
Response to:

City of Boroondara
Boroondara Bicycle Strategy

Draft Bicycle Strategy DRAFT 2

Executive Summary

The BUG believes that the ten year time frame proposed for this strategy is too long. The bike plan should be reviewed annually and updated every 5 years.

Catering for All

p.i In the table, under 'Overarching Needs', for both 'Recreational Cyclists' and 'Tourism Cyclists' toilets and picnic facilities should be included.

1 Introduction

2.1 Overall Goal and 3.1 Strategic Context

There is mention of 'green house gas emissions' but the strategy should also now mention Kyoto targets. The target dates, 2030 date mentioned and even 2015, should be recognised as too far ahead – we need action now, ie a sense of urgency needs to be added to the document. Note that this fits with council's new directions.

Prime Minister Kevin Rudd at the United Nations climate change conference in Bali:

'For Australians, climate change is no longer a distant threat...It is no longer a scientific theory, it's an emerging reality.'

2.2.2 Safety

'Encourage consideration towards cycling in all infrastructure design' and

2.2.3 Continued Development

'Encourage consideration towards cycling in all infrastructure design and look for opportunities to improve facilities or to extend the bicycle network'

These statements need to be strengthened. Checklists need to be put in place to *ensure* that these things happen.

4 Existing Conditions

4.5 Crash Data

The strategy should mention Boroondara's poor safety record in relationship to other inner suburban councils:

- Boroondara is ranked 1st highest of the 16 municipalities in the Melbourne south east metropolitan area for cyclist fatalities and serious injuries
- Boroondara is ranked 6th highest of all of the 27 Melbourne metropolitan municipalities for cyclist casualties per 100,000 population

See BBUGs response to items 1, 6, 51, 58, 64, 65 in Tables 2 and 3, which may explain some crash data.

4.6 Bicycle Links to Adjacent Municipalities

Discontinuities in of some of these links are glossed over.

4.6.5 City of Yarra

Mentions wide kerbside lanes in Burwood Rd and Barkers Rd but overlooks the fact that these do not continue over the Yarra bridges linking to the City of Yarra, nor that the wide kerbside lane in Burwood Rd will soon have another interruption adjacent to the new Bunnings Store.

4.6.6 City of Stonnington

Fails to mention the gap in the exclusive bike lane on Tooronga Rd alongside the Tooronga Village, and the opportunity that currently exists to rectify this while the redevelopment of this site is being planned.

4.6.7 City of Whitehorse

Fails to mention the conflict between proposals for a wide kerbside lane on Whitehorse Rd and the 109 tram project.

5 Consultation

5.1.2 Off-Road issues

‘The Main Yarra Trail was identified as being utilised on a regular basis for organised races/cycle sporting events. Concern was raised as to the pathway provision for cyclists when these events occur.’ It seems that there is some confusion here between the off-road path and the Kew, or more probably Richmond, Boulevards. A few recreational cycling events occur on the off-road trail, but races occur on the nearby roads.

5.2.1 On-Road issues

p. 22 ‘Traffic calming is considered to be effective with respect to slowing down traffic and improving on-road safety for cyclists.’

This statement needs to be qualified. Traffic calming devices can be hazardous to cyclists if they are not designed with their needs in mind. This is another case where a checklist needs to be implemented to ensure that traffic engineers specifically consider the needs of cyclists using the route.

p. 23 ‘Chandler Highway steps on the Main Yarra Trail are dangerous due to the narrow bridge and stairs’.

It seems that two quite separate issues have been confused here. The narrow Chandler Highway bridge is dangerous for those cyclists using the Chandler Highway to cross the Yarra. The alternative crossing from the Latrobe Golf Club to the Willsmere-Chandler Park will address this problem.

The steps near the Chandler Highway are part of the off-road trail, and are arduous and off-putting rather than dangerous. Other solutions are required to solve this problem. One possibility is that the track continues lower down closer to the river rather than rising to the Boulevard. Another is the construction of a tunnel underneath the Chandler Highway providing more gradual grades.

5.2.2 Off-Road issues

‘A link is needed from the Gardiners Creek Trail to Tooronga Rd’

It needs to be spelled out that this link would be from the new development to the east side of Tooronga Rd to cater for cyclists heading south along Tooronga Rd.

Suggestion for additional consultation: Council to perform a BV Bikescope survey

7 Infrastructure Recommendations

7.2.6 East-West Connection

It would be reasonable to develop two of the suggested connections. These should be a more northerly and a more southerly route, ie option 1, and option 2 or 3.

Table 2: Recommendations for Off-Road Routes in Boroondara	
Item	Comment
1	<p>Option A is highly desirable. This is the only on-road section in a trail that is 13km long. Sect 4.5.2 labels Spencer Rd as a Black Spot. This gap should be eliminated as soon as possible. As a side note, the 40kph sign depicted in the associated photos for this item obscure a cyclist's view when turning right from Spencer Rd into Prospect Hill Rd. It should be moved. See also.</p> <p>http://www.boroondarabug.org/wiki/index.php/Image:IMG_5033_r1_400_300.jpg</p> <p>http://www.boroondarabug.org/wiki/index.php/Image:IMG_5030_400_300.jpg</p>

2	Route description is poor. Mentions Palmerston St, which appears to be irrelevant. Existing conditions refers to Camberwell St, when the intent is Camberwell Station. Recommendations do not encompass the route described.
3	Item should also mention the personal safety of people on trail. This section is quite isolated as it is about 0.5km to the nearest road access in either direction. Otherwise item is OK. BBUG has campaigned for this link. Please refer to this link: http://www.boroondarabug.org/projects/MtAlbertRd_Anniversary_link.pdf
4	<p>Agree that this location is a problem for all. Described remedy should work.</p> <p>If a bridge is installed across Gardiners Creek it should have curved approaches or the bridge be placed at angle, ie avoid 90 degree turns.</p> <p>However suggest council consider duplicating path under Tollway from Glenferrie Rd to the east side of the pedestrian bridge over the Yarra. Existing path, which is too narrow for the large amount of traffic it carries, could be used by walkers and joggers and the new path by cyclists. The new path could conceivably be on the ground with the appropriate earthworks, rather than suspended under the tollway like the existing path. No new bridge would be required as the cycle path would descend to pass under Glenferrie Rd on the north side avoiding all pedestrians. This may be a less expensive remedy and also as a bonus alleviate pedestrian-cyclist conflicts along the shared path down to the Yarra as well.</p> <p>Division of a single path into separate sections for pedestrians and cyclists should be avoided as experience shows this does not work.</p>
5	In recommendations, Bringa Ave should read Allambee Ave. Council needs to admit this is a shared path and treat it as such by painting divided lines on it. This will greatly diminish the likelihood of people proceeding down Woodlands Ave. Suggested wombat is desirable but probably unnecessary. Also suggest signage is improved in Riversdale Park itself, for cyclists proceeding in a southerly direction. Additions to signage in this area have improved the previous poor arrangements. Otherwise item is OK. Definitely agree with priority.
6	<p>CBD commuters use Gillham St, Mayston St and Harold St to access Rosebery St directly or via Gordon St and proceed to Munro then Bowler. Any access through the park will have to be direct and of high quality to divert traffic away from Roseberry St.</p> <p>It unlikely this route would be useful as an east-west route. It is too far to the south and in range of the much preferred Gardiners Crk/Yarra trail. Cyclists using Roseberry St, head to the aforementioned trail via Auburn Rd or the extremely wide Robinson Rd, Illawara Rd or Kooyongkoot Rd.</p> <p>A review of cyclist crashes in the areas discussed above, suggest crashes along these routes are with cars rat racing along Callantina and Kembla, Scott and Miami – this should be addressed. It also suggests a cause for accidents along Riversdale Rd in this area and the Bowler St/Auburn Rd intersection.</p> <p>The above mentioned streets also lead to the popular Hawthorn velodrome and the nearby Melbourne University campus.</p> <p>It may be useful to develop a formal route from Bowler St to Gardiners Crk/Yarra trail rather than it being made part of an East-West link.</p> <p>However, if a high quality East-West link was built north of the Belgrave/Ringwood train line, some of these cyclists using the routes under discussion here, may opt for the new East-West route.</p>
7	Agreed
8	Agreed – suggest an option C: install short section of concrete pipe to act as small bridge over existing drain on west side and see how the desire lines develop.
9	Possibly reasonable but should be looked at further. Suggested priority level is questionable. How has this been determined? Has the school been surveyed to determine how many cyclists would benefit?
10	Agreed

11	Agreed
12	Agreed but item 62 should have priority over this item as item 62 will help commuters where this item is less likely to.
13	<p>'Connection with Yarra Trail Via Wallen Road bridge is poor'. This statement is incorrect. Cyclists can use a ramp on the north side of the bridge and Eastern Drv on the south side of the bridge.</p> <p>This Wallen Rd bridge is not preferred by cyclists given the somewhat freeway like conditions on the west side of the bridge in Swan St. Using the Yarra Trail to proceed to the CBD from this point is indirect. Cyclists are more likely to have diverted to the Gardiners Creek Trail earlier or used Burwood Rd to access the more popular Hawthorn Bridge.</p> <p>Suggest all recommendations be rejected.</p> <p>However could be re-examined as parts could easily be used to link to Burwood Rd bridge. Fits with BBUG's suggested Leonda improvements providing cyclists with a long north-south passage. Should incorporate train line underpass at the south end of Domville Ave. Council should discourage people parking there in a manner which acts to block the underpass.</p> <p>Situation could change if Yarra Council ever developed a decent route from the Wallen St bridge to the Yarra Trail at Loyola Grv or Gibdon St. Bridge across the Yarra at this point may then make more sense.</p>
14	Agreed
15	<p>Agreed. Path is already considered to be a shared path by cyclists. Highly recommend that raised crossings be installed at Wallis Ave and Ferndale Rd. The existing crossings are of very low quality and the trails are badly tracked and scrubbed out.</p> <p>These crossings points should have repairs done to them immediately. See: http://www.boroondarabug.org/wiki/index.php/Image:IMG_5156_r1_400_300.jpg http://www.boroondarabug.org/wiki/index.php/Image:IMG_5152_400_300.jpg</p>
16	Link should run through Denman Ave, Elizabeth St and then parkland through to Somerset Rd. This delivers the cyclist to the shops at Toorak Rd and very close access to the Anniversary trail.
17	Agreed – BBUG should also be acknowledged as having campaigned for this link.
18	<p>Rather than utilising Glenferrie Rd/Wakefield Rd run the path along Linda Cres and cross Glenferrie Rd to Park St, then through the existing path in Central Gardens.</p> <p>Widen the existing pedestrian refuge in the centre of Power St.</p> <p>Include the broad and somewhat unused pathway on the north side of Burwood Rd from Church St to Lennox St. Utilise a short cut from Burwood Rd to Lennox St by proceeding through the South East corner of St James Park.</p> <p>This item should be part of an East-West route. Increase priority and expenditure. Only \$2000 is allocated, which is paltry.</p>
19	Very low priority
20	<p>Item 12 should be mentioned as linking to this connection. Path is already considered to be a shared path by cyclists. Option 2 is highly preferred by BBUG. Option 1 is too indirect and path is of low quality.</p> <p>Priority should be raised to High.</p> <p>Signage should be installed immediately as a minimum. Particularly at the intersection of Lady Brasseys Drv and the Anniversary Trail. Also the road route from Lady Brasseys Drv to Stradbroke Park.</p>
21	Agreed this a very important item that should have high priority. However the Markham Ave route is not BBUG's preferred route. The route should traverse the south side of the creek. There is more than one option on the south side of the creek.

	The Warrigal Rd underpass should be on the south side of the creek and can be built regardless of the routing of the path. The underpass would provide immediate benefit and its suggested positioning is to our knowledge, not disputed by anyone. Start work!
22	<p>Photo may not be showing the correct bollards. In summary the alignment of the trail from Heather Grv to Burke Rd needs to be improved by re-juggling the street furniture and bollards near the pedestrian lights. Raised pedestrian crossing in Heather Grv may be beneficial.</p> <p>More expenditure needs to be assigned and point re-examined. Refer to this image: http://www.boroondarabug.org/wiki/index.php/Image:IMG_5111_400_300.jpg</p>
23	Agreed – Option A should be implemented as soon as possible.
24	Agreed - Option A should be implemented as soon as possible. Option B is not helpful.
25	Agreed – tunnel option is good depending on its exact placement. Note that one of the informal trails has now been covered over and can't be utilised. Solving this item is now even more important.
26	Agreed – this is a major and unsafe gap in the PBN that needs to be fixed. Priority needs to be matched to developer's timetable or sooner. Not a low priority.
27	Investigate if pipe is actually used. If not remove pipe and make use of newly acquired space. It has been rumoured pipe is not used.
28	No comment!!!!
29	<p>Needs further discussion. This route would have to be improved substantially in order to compete with Sefton Pl , Broadway and Cookson Sts. If this path is to be taken seriously, it must also be considered in light of the proposed development at Camberwell Station and exactly where an East-West link would go.</p> <p>This trail can, towards the west, give access to Harold St, Mayston St, Burwood Rd and Victoria Rd – all popular with cyclists.</p>
30	Agreed - Photos are a bit misleading. The narrow part of the bridge is the north side access structure – not the bridge over the Yarra, itself. That implies costs may not be as bad as perhaps perceived. Did HWR get back to BV? Lower priority?
31	Item deleted ??
32	Item deleted ??
33	Agreed – it's slightly downhill when heading north, so cyclists speed can be high.

Table 3: Recommendations for On-Road Routes in Boroondara

Item	Comment
50	<p>‘Survey comments’ should note that this is downhill for cyclists and they could be doing a considerable speed at this point. Hence not seen by motorists until too late or motorists misjudge their speed.</p> <p>Motorists heading this way are probably rat racing and will jump at the chance to cross High St, if they think they have a clear opportunity. It’s tricky to do a right turn here. Could the street be made one way?</p>
51	<p>Agreed</p> <p>These notes should be added:</p> <ul style="list-style-type: none"> • a trail starts from Adeney Av and Parkhill Rd (Victoria Park Trail?) and proceeds to the Anniversary trail via Victoria Park. This makes the Adeney connection even more desirable. Council’s map, see figure 9 etc in the draft, should show this trail. • these connections are already in use by cyclists and may explain the significant crash data at High St & Belford Rd area and Davis/Thomas Sts & Cotham Rd • 1st paragraph of recommendations: Adeney Av would connect to Auburn Rd via Wixton St as mentioned in 3rd paragraph
52	Agreed
53	<p>Agreed – lining marking on footpath leading to signals would help. Many cyclists cross the road at the SW side of the traffic islands/tram stop, rather than at the NE side at the pedestrian lights. Path positioning makes the SW side crossing appear more direct and more natural but it is unsafe.</p> <p>Willsmere Rd is incorrectly referred to as being part of this junction.</p> <p>Suggest council buys wood yard as a long term solution, if it comes up for sale.</p>
54	<p>Mention route could join to trail outlined in 19. Fits well with Auburn Rd and item 51 & Victoria Park Trail.</p> <p>While Stevenson and Young Sts look like a good connection on a map, we would comment that only our fittest cyclists could traverse this section without having to stop to recover their strength. Young St is STEEP as.</p> <p>Wellington St and Sackville St would make a good link but the traffic is substantial – heart of 4WD territory. Kids riding to school amongst this traffic at school pickup/drop off time. Asking for trouble without major separation - Copenhagen lane? I note BV has had a role in this one.</p>
55	Agreed
56	<p>Comment perhaps indicates some lack of understanding of different cycling groups, ie those who just take the direct route always and would ride the wrong way down a freeway, if they were allowed. As opposed to those who are perhaps not so confident and like to hedge their bets, by being more choosy where they ride.</p> <p>‘Survey comments’ should note that this is downhill for cyclists and they could be doing a considerable speed at this point. Hence not seen by motorists until too late or motorists misjudge their speed. Once again this intersection can be busy and difficult for all to negotiate.</p> <p>Agreed - but forget the Zebra crossing and focus on guiding traffic down the Hyde park route (Victoria Park Trail?) to the underpass that will be opposite the Darebin Creek traffic. This avoids Willsmere Rd.</p>
57	<p>Agreed</p> <p>It should be noted the footpath on the bridge only exists on one side of the bridge. Additionally it is difficult to traverse from the traffic to the path and back into the traffic safely. It is safer to remain in the flow of traffic and ‘take the lane’ when crossing the bridge itself. Requires high</p>

	confidence on the part of the cyclist.
58	The crashes may occur when cyclists, in the left lane, continue round the bend along Camberwell Rd and motorists continuing straight ahead along Burwood Rd fail to see them and side swipe them. Green colouring of the cycle lane round the bend may help. This point is a signed black spot and is bad enough in a car due to the parked cars either side of the corner compounded by drivers not staying in their lane when rounding the corner.
59	Totally disagree – see item 6 for why. Harold St, Burke Rd and Prospect Hill intersection would have to be considered dangerous for cyclists. Mayston St would be a better alternative.
60	Agree except it should be noted that the Power Ave, Morang Reserve, Evansdale Rd, Austin St, train line underpass, Domville Ave, Burwood Rd route be considered viable with proper signing and the removal of the one step recently installed between Power Ave and Morang Rd. See discussion in item 13 above and photo in item 59 in original draft.
61	?
62	Agree - however Yarrabat Rd is hilly (Beckett Park is one of the highest points in Melbourne). Winnalee Rd may be a better choice? There is no mention of a possible link along the pipeline reserve between Greythorn Rd and Union Rd – both of which have bicycle lanes. Council's map, see figure 9 etc in the draft, should show the Gawler Chain Trail and the Bushy Creek Trails. These two trails are continuation of this suggested link. The lane between Union Rd and Madang Av should be investigated as part of this path.
63	Disagree - Needs to be reassessed. The idea of putting lanes on the road along Balwyn Rd between Mont Albert to Canterbury Rd appears fraught with danger. Especially due to the hill and the parked cars and the substantial traffic. Other parts of the proposal appear sound?
64	Agree Suggest Park St be used instead of Allen St. Have Victoria Rd linking to Broadway east of Burke Rd. Victoria Rd is wide enough to potentially have a separated cycling path. Take Burwood Rd out of the equation. Use shared footway on south side of St James Park. This item should mention the high rate of crashes along Burwood Rd parallel to this route. It is essential this is addressed and this item is one way of doing so. Raise priority
65	Agree Would suggest that the high crash rate at Riversdale Rd and Butler St, near the junction, is due to the poor view to the east, when heading north out of Butler St. This is an extremely busy corner. Motorists need to edge well past the stop line, into the bicycle lane, to check for traffic as their view is obscured by parked cars. At least three metered parking spots need to be removed closest to the southeast corner of the intersection. Doing so would also reduce car crashes. Note that this is downhill for cyclists and they could be doing a considerable speed at this point. Refer to photo: http://www.boroondarabug.org/wiki/index.php/Image:IMG_5207_r1_400_300.jpg Crashes at Riversdale and Havelock Rds may now well diminish, since the recent installation of the traffic lights at this point.
66	Disagree Cyclists can use the Anniversary trail or Ferndale Trail. However proposal can't do much harm – lower the priority.

8 Management and Implementation

8.2 Funding Opportunities

Table 6 – Possible Funding Sources (other than Council)

Add:

- Cycling Promotion Fund
- Work For the Dole (WFD) program - Bike for the dole

Table 7: Promotion and Education Recommendations

p.50 'Promote an integrated approach to bicycle planning

This is a very important issue. Specific mention should be made here of matters such as intersection and street re-design including bluestone kerbing and traffic calming devices. The need to liaise with VicRoads when new developments involve alterations to adjacent roads which may be part of the PBN should also be spelled out here.

Other planning issues that have implications for cycling include

1. Land sales should consider loss of through way for bicycles
2. Planning applications should consider loss of through way for bicycles, eg application PP06/01145
3. Also land 'claimed' (fenced in) by residents next to train tracks etc. need to be notified the land may be used in the future and they are to cease and desist. Eg land that could potentially be used by the East-West link along the train line. Eg 1A, Junction Rd near Chatham station. Also Dudley Pde near East Camberwell station. At a minimum council should identify such locations and put violators on notice. This is potentially theft?

p.52 The list of items to be included on the COB web site should include

- Bicycle Advisory Committee Meeting dates, agendas and minutes
- The addition of an RSS feed to the council's web page on cycling would be useful, so BBUG and other interested parties could know when it has been altered.
- a complaints system or a link to one. Maybe council together with other councils could sponsor BV to maintain one. For example this is part of Melbourne City councils bicycle strategy. See this example:
<http://www.lynedochpublications.com.au/gmaps/fixthispointplease.html>
- all ARUP maps as found in the PDF on line. For example:
<http://www.boroondarabug.org/jp/image/CyclistCrashesBoroondara.jpg>

p.53 'Promote Cycling as a From of Transport to Work'

BV's Ride2work day should be fully supported by Council with a breakfast for the whole Boroondara community and passers-by. Probably will be held on 15 October 2008. Event to be well advertised beforehand. If a councillor could participate, as is done elsewhere, that would be productive. BBUG to also participate. Police engraving bikes, food from local tradespeople, etc. Hand out Travelsmart maps. Ask riders to detail their routes on a notice board. Questionnaire re local cycling facilities - prize for filling in forms. Raffle bike lights, a service at bike shop, bike books, etc. Event to be held where a lot of bike traffic normally passes.

p.53 'Council to lead by example'

Council should allow employees to claim their cycling expenses as part of their remuneration package.

p.54 'Promotion of New Cycling Facilities'

The paragraph recommending the development of a map seems to have been written in ignorance of the existence of the Boroondara TravelSmart map. It would be more relevant to include a paragraph recommending regular updating of the TravelSmart map and reprinting as required, and the need to ensure that it is widely available in locations such as Boroondara and neighbouring council offices, local libraries, recreation centres, bike shops, and city information centres such as Information Victoria and Bicycle Victoria.

A1 Toolkit

A1.2, Access Barriers

Chicanes create problems for users of wheelchairs; recumbents and tandem bicycles. Note some disabled people use hand-cranked recumbents, enabling them to travel large distances, when not

defeated by obstacle courses. These bollards in Boroondara defeat this access comprehensively. See this Boroondara example:

http://www.boroondarabug.org/wiki/index.php/Image:IMG_5196_r1_400_300.jpg

Center placed bollards are not satisfactory, as suggested on p81 of PDF.

A1.4 Wayfinding Signage

Lines on the ground can be more useful than directional arrows, eg Anniversary trail at Harp Rd junction. Ditto south of Riversdale Park at Fordham Ave.

Signs at bridges are important. An example is the pedestrian bridge on the Koonung Creek trail near Eram Rd in Whitehorse. If you don't cross it you have a problem if you wish to continue on the trail.

Names of all roads that pass over or under, off-road paths need to be prominently displayed where approaching cyclists can see them. This is crucial to allow cyclists to keep track of their whereabouts and to exit the path at the desired point.

A1.4.1 Naming Convention

All shared paths need to be named and the names registered at Vicnames by Boroondara Council as the Naming Authority – check with John Lorkin at council HQ:

- Anniversary Trail – Outer Circle no longer to be used (not all will agree on the actual name but a single, definitive name is essential)
- Gardiners Creek Trail
- Yarra Trail (not Main Yarra Trail)
- Hays Paddock Trail
- Ferndale Trail
- Victoria Park Trail or Victoria Trail
- And a name for the proposed Anniversary Trail to Surrey Hills Park trail

A1.5 End of Trip Facilities

The list here should include toilets.

Some statement like this should be added:

'The planning and design of council roadworks and traffic management projects that could either positively or negatively impact on cyclists be audited against the 'Designers Checklist to Ensure Provision of Safe Facilities for Cyclists' and take into account the functional classification of the road.'

Also add to toolkit:

- <http://www.austroads.com.au/abc/>
- <http://www.travelsmart.gov.au/bikeability/index.html>

A recent example of this sort of problem is Power Ave. It has just been refurbished with a new path but bicycle usage has not been considered. It has a smooth path with just one step in it. However in the draft bicycle strategy it is mentioned as a possible route. This is a continual problem and BBUG can cite other very significant examples.

Miscellaneous errors in the text:

- p6, Infrastructure, 'Camberwell Junction requires a retrofit to accommodate safe bicycle movements (site of the only cycling fatality over the past 5 years) (Item 65)' but p26, figure 7, Crash map, places event at Kew junction. Important to get this right, out of respect for any relations or family of victim.
- p34, sect 5.3.1.2, 'vicbugchat' not 'BVbugchat'
- The acronym LATM should be spelt out so readers know what it means.

Additions to the draft required:

1. **Council to provide a grant to BBUG yearly ?**
2. Move light pole on Anniversary Trail 250m north of prospect Hill Rd. See: http://www.boroondarabug.org/wiki/index.php/Image:IMG_5175_r1_400_300.jpg
3. Allen St near Central Gardens is one way (re East West link). It needs to be two way for cyclists, ie contra flow facilities provided.

4. Strategy fails to consider anything on the council's border, eg figure three does not show the path to East Malvern Station. Strategy does not consider students travelling to Holmesglen or cycling commuters using East Malvern Station.
5. Virtually no mention of the East West link in the Surrey Hills area.
6. Explore viability of bicycles on buses - not trams
7. BBUG should organise a regular day out for traffic engineers – transport by bike and car (should this be included in the Council's strategy?)
8. Any future development at Camberwell station must consider cycling access.
9. Provision of bike parking facilities needs to be an ongoing process and money allocated as such.

Questions:

- Are there any Bicycle facilities at Melbourne Uni in Auburn Rd?
- Can cycling be used to help council with carbon trading/offsets? What is the value when a car driver cycles instead?